

5270000 DETECTABLE WARNINGS ON WALKING SURFACES  
COMMENTS FROM INDUSTRY REVIEW

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Comments:

For section 527-2.2, MINIMUM THRESHOLD column, Slip Resistance ASTM E-303 (British Pendulum) requires a 35 BPN, but shows a comment (include recessed areas between truncated domes). The pendulum device has 1 pad dimension (1"x3") for flat surfaces. If the recessed area cannot accommodate the dimension with a slider contact path of 4-5/16" ± 1/16" then the comment should be removed. See attached E303 Test Method for reference.



pendulum.pdf

Response: The statement in questions is taken directly from the ADA Standards. It is important that this area be tested as this is the contact surface for most mobility aids (wheelchairs, walkers, crutches, etc.) The space between domes is usually more than 1½" using the predominant pattern used by the detectable warning providers (2.35" dome spacing.) This statement needs to remain.

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Comments:

DETECTABLE WARNINGS ON WALKING SURFACES.  
(REV 4-1-0828-096-1-09)

SECTION 527 (Pages 598-600) is deleted and the following substituted:

SECTION 527  
DETECTABLE WARNINGS ON WALKING SURFACES

527-1 Description.

Furnish and install Detectable Warning devices on newly constructed and/or existing concrete or asphalt walking surfaces (curb ramps, and sidewalks, shared-use paths, etc.) constructed in accordance with the Design Standards, where indicated in the plans.

527-2 Materials.



Response: The relevant Design Standard is Index 304.

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Howard Webb

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Comments:

In the subject specifications, there are several references made about “*the substrate*”. Is this defined somewhere?

Response: The substrate is described in the first paragraph: S527-1: “...concrete or asphalt...”

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Stefanie Maxwell  
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Comments:

I recommend the pay item description to say:

Payment will be made under:

Item No. 527- 1- Detectable Warnings on Existing Walking Surfaces - each.

It helps to clarify it, if the word “existing” is in the description.

Response: Agree.

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Marshall H. Dougherty, Jr.  
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Comments:

The original utilization of the mat alternate required concrete surfaces only for installation. Later, more recent updates strengthened this concept with suggesting the inlaying of areas of concrete within asphalt trails and bike paths for a suitable installation surface. Making the jump to any surface should be strengthened with a better defining of “substrate” within the proposed verbiage. I would like to suggest, for clarity’s sake, the following revision: reword the first incidence of "substrate" within the phrase “...or mats that are adhered to the substrate...” to read as “...or mats that are adhered to a concrete or asphalt substrate...” This should eliminate any confusion about past required application practices and allow for a better understanding for future users of the mat devices.

Response: Agree... This would clarify the ‘substrate’ issue.

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Chris Sweitzer  
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Comments:

Suggest changing the last sentence in 527-4 to read "Detectable Warnings applied to existing walking surfaces will be paid per each location where Detectable Warnings are furnished, installed and accepted." Since some of the methods potentially include multiple DW pieces at each location this would keep the Department from possibly paying for each piece separately.

Response: Agree.

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Jack Knowlton  
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Comments:

In 527-1 Description you remove the statement " where indicated in the plans" from the specification. The effect of this removal is to shift the requirement for installing the detectable warning devices in the correct location from the designer to the contractor. This causes 2 potential problems:

1. The small contractors who are putting in sidewalk projects and do not have advanced education will be placing detectable warning devices in locations where they may not be needed.
2. The larger contractors who have engineers (and lawyers on staff) will understand the potential liability that you are shifting onto the contractor and they will raise their bids accordingly.

The Engineer of Record should be responsible for the correct location and type of detectable warning device. That is why they have professional liability insurance. Contractors do not and the first time this goes to court because a detectable warning device is not installed where it was needed, the lawyers will have to fight it out, and in my opinion (as and FDOT Expert Witness) that the contractors will win that it is not their responsibility to do the job of the EOR.

Response:

(Debbie Toole to Dean Perkins) Standard Index 304 (sheet 1 of 6), General Note #2 states "The location and orientation of curb ramps shall be as shown in the plans". Does this answer Jack's concern?

(Dean Perkins response) I think it does. The Spec references the Index. The intent is for the Spec and the Index to work together and not repeat information, which may add confusion. The designer would coordinate his/her plans with the Design Standards, reference the appropriate ones and use the appropriate Specs. The contractor would use both the Spec and the Design Standards.

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